

La Costa Avenue Improvement Plan

El Camino Real to Rancho Santa Fe Road



Study Objective

Develop a cost effective, community-preferred plan to address traffic speeds and safety on La Costa Avenue in a way that respects the residential character and arterial function of the roadway

Considerations for La Costa Avenue

- Secondary arterial
- Residential frontage
- Speed
- Safety
- Emergency response
- Bikes and pedestrians
- Cost of improvements
- Enforcement



La Costa Avenue Planning Process

- Community survey
- Three community meetings
 - April 28
 - May 26
 - June 23
- Update public throughout process – website
- Present preferred plan to Traffic Safety Commission
- City Council acceptance
- General Plan and environmental review

Community Meeting #1 – April 28, 2011

- Define problem
- Determine objectives
- Present design elements
- Discuss preferences



Concerns We Heard

Safety

- Visibility impacted by mailboxes, real estate signs, trees at the corners
- Traffic speed
- Left turns at driveways
- U-turns at intersections
- Drivers drive in medians to cut corners
- Traffic merging back from trap lane at Romeria
- Speeders running red lights
- School children crossing La Costa

Concerns We Heard

Congestion

- Reducing La Costa to two lanes would back traffic up at shopping center
- Additional signals would back traffic up
- Concern with traffic moving to Levante
- Side streets have delays accessing La Costa
- Traffic backups on La Costa block side streets
- Eastbound La Costa left turn at Rancho Santa Fe needs additional storage
- Tractor trailer fumes and noise

Concerns We Heard

Pedestrian and bicycle environment

- Guard rail limits pedestrian access
- Sidewalks are narrow, with no physical separation from street
- Missing sidewalk segments
- Limited places for pedestrians to cross La Costa
- Sidewalks blocked by street lights, mailboxes, trash cans
- No bike lanes makes it unfriendly to bikes (especially eastbound/uphill)

Concerns We Heard

- **Parking**

- On-street parking needed for homes on La Costa
- Parking on street limits visibility

- **Classification of La Costa**

- Classified as a Secondary Arterial but doesn't fit all parameters
- Needs to function as a Secondary Arterial

Roundabouts Comments

<i>Likes</i>	<i>Dislikes</i>
Slow traffic speeds	Accommodating trucks
Accommodate left turns and U-turns at intersections	Confusing to drivers
Enhance community street	Frustrate drivers
Accommodate continuous flow	Accommodating bicyclists
Reduce noise	
Good alternative to multiple signals	
Landscaping	
Reduce congestion at intersections	
Make drivers more alert	

Bulb Outs Comments

<i>Likes</i>	<i>Dislikes</i>
Shorter crossing for pedestrians	Potential impact to bikes
Protect parking area	Impacts turn lanes
Landscaping	
Slow traffic speeds	
Make drivers more alert	

Medians Comments

<i>Likes</i>	<i>Dislikes</i>
Allow landscaping	Limit driveway access
Provide visual break	Cost of maintenance
Reduce headlight glare at night	Cost of construction and landscaping
Reduce head on crashes	
Attractive	

Bike Lanes Comments

<i>Likes</i>	<i>Dislikes</i>
Improve safety for bikes	Bikes riding outside the lanes
Improve visibility from driveways	
Encourage more people to bike	

Sidewalks Comments

<i>Likes</i>	<i>Dislikes</i>
Serve residential needs	
Improve pedestrian safety	
Walk to shopping center	
Enhance children's safety	

Striping Comments

<i>Likes</i>	<i>Dislikes</i>
Inexpensive and quick to implement	Does not address aesthetic issues
Temporary solution	Limited safety improvement
	Does not reduce speeds

Signals Comments

<i>Likes</i>	<i>Dislikes</i>
Accommodate left turns	Create back ups
Discourage cut-through traffic	Encourage diversion
Slow traffic	Contribute to rear end crashes
Needed at busy intersections	Stop & go traffic inefficient
Accommodate pedestrian crosswalks	Noise from drivers accelerating
	Unsightly
	Don't slow traffic between signals
	Frustrating to wait at red lights
	Not fuel efficient
	Maintenance costs

Other Ideas We Heard

- Flashing curve warning signs
- Botts' Dots on curves
- Remove parking
- Remove bike lanes
- Law enforcement
- Separated bike path
- Speed humps on Levante

The La Costa Avenue Improvement Plan will be successful if:

- Motorists, cyclists and pedestrians can be and feel safe
- People living on La Costa feel less at risk
- There is no traffic diversion to Levante
- Speed is reduced
- All users can comfortably move on La Costa conveniently and safely
- It looks nicer aesthetically
- Achieves objectives of safety and traffic flow with no impact to side streets (Levante)
- You leave it alone

The La Costa Avenue Improvement Plan will be successful if:

- Residents' opinions are implemented
- It allows road to continue as secondary arterial in safer fashion
- Slower traffic and easier access from streets without a signal
- Slower speeds, decreased traffic flow, safety for residents
- The citizenry can agree on the improvement plan
- Commuters realize that safety is a concern for themselves as well as residents on or near La Costa.
- Drivers are more alert and go at lower speeds without causing backups and aggressive driving during peak times

Tonight's Work

- Review concept plans
- Consider what works, what doesn't
- Determine preferences for various options
- Evolve new concepts

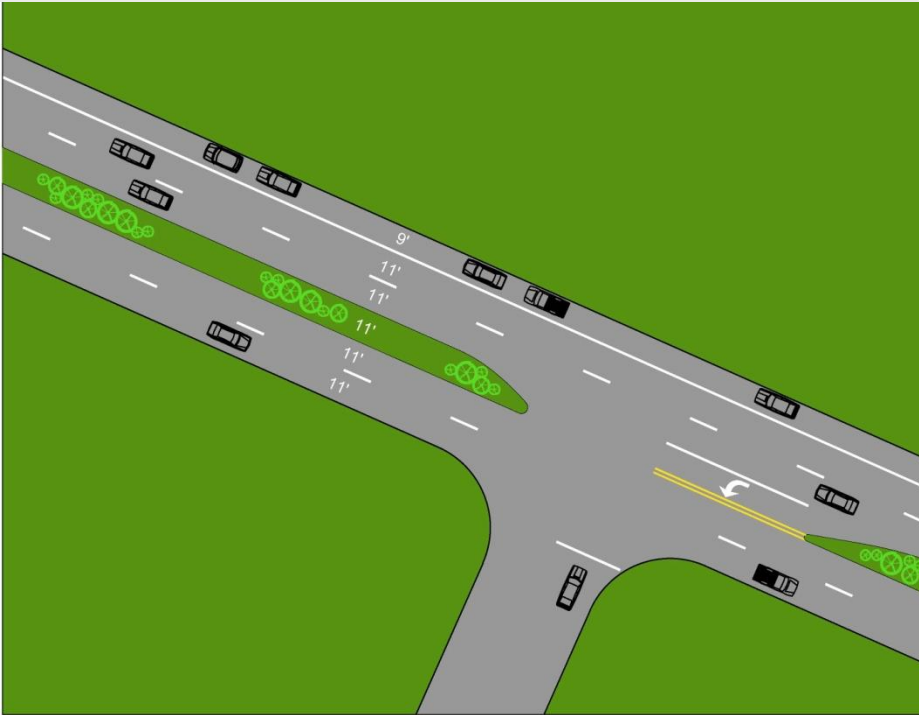
Remember

- None of the concept plans is the “perfect” solution
- Each concept has advantages and disadvantages
- Each concept could have variations (how long, one direction of travel only, landscaping treatments, parts of concepts, etc.)
- The ultimate plan will likely be a combination of these concepts with some variations

Concept A – Four Lanes with Medians

- Two lanes in each direction
- Landscaped medians
- Restricted parking
- No new bike lanes
- No left turns into or out of driveways
- Estimated cost - \$3.5-4.5 million

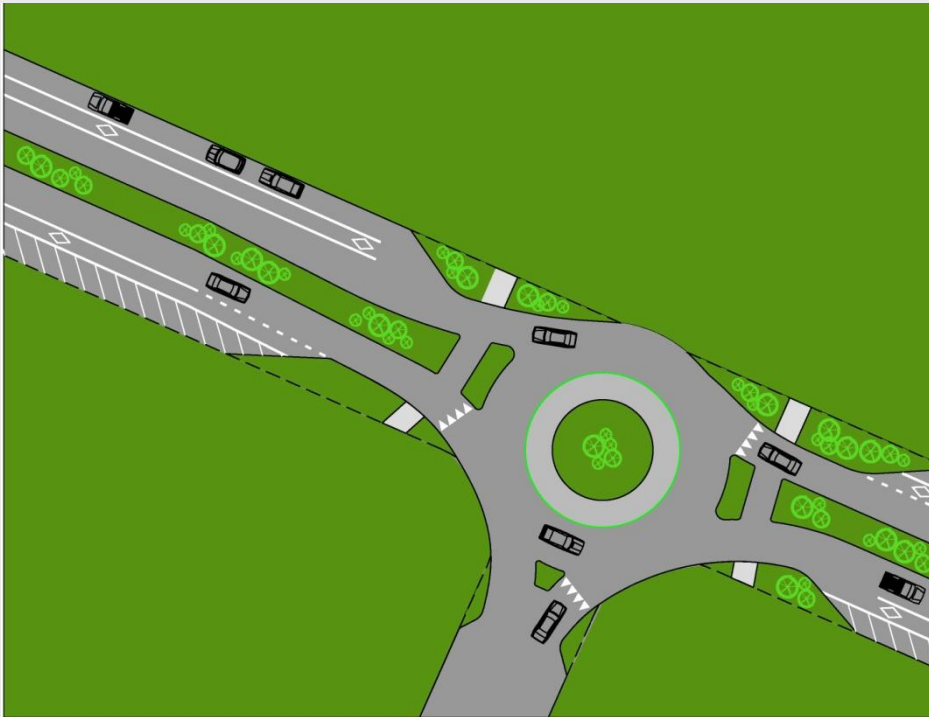
Concept A – Four Lanes with Medians



Concept B – Two Lanes with Roundabouts

- One lane in each direction
- Landscaped medians
- Roundabouts at two intersections
- Bike lanes in both directions
- Estimated cost - \$5-6 million

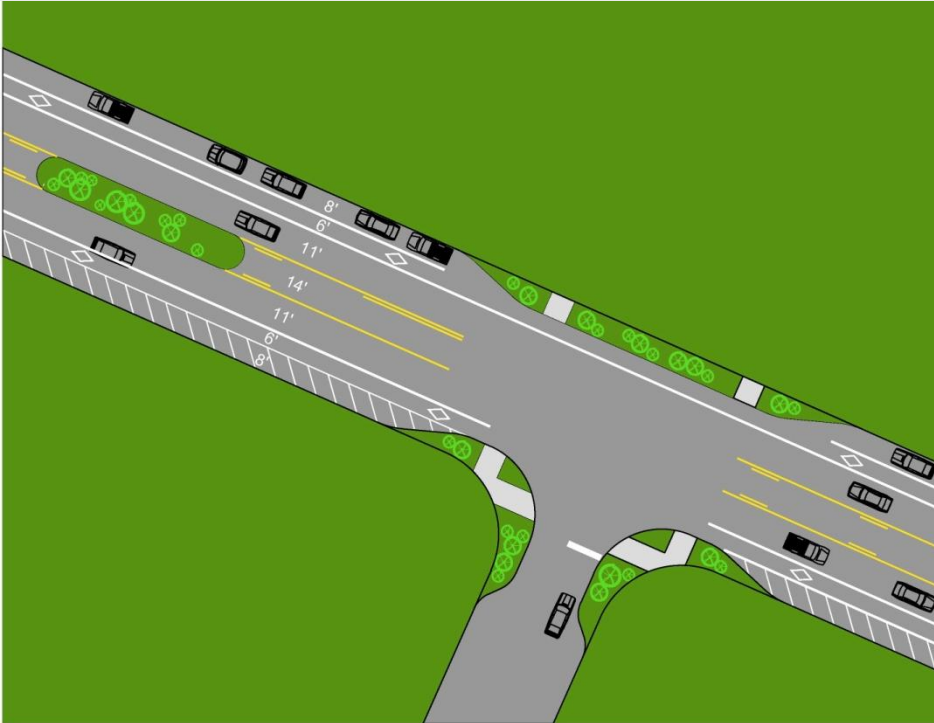
Concept B – Two Lanes with Roundabouts



Concept C - Two Lanes with Partial Medians and Bulb Outs

- One lane in each direction
- Partial medians
- Bulb outs at intersections
- Landscaping opportunities on medians and bulb outs
- Bike lanes in each direction
- Estimated cost - \$3-4 million

Concept C – Two Lanes with Partial Medians and Bulb Outs



Work Stations

- The three concept alternatives
 - Let us know what you like and why
 - Let us know what you don't like and why
- Display boards
 - Information about the different devices
- Comment sheets
 - Comment sheets to provide information on your preferences and why